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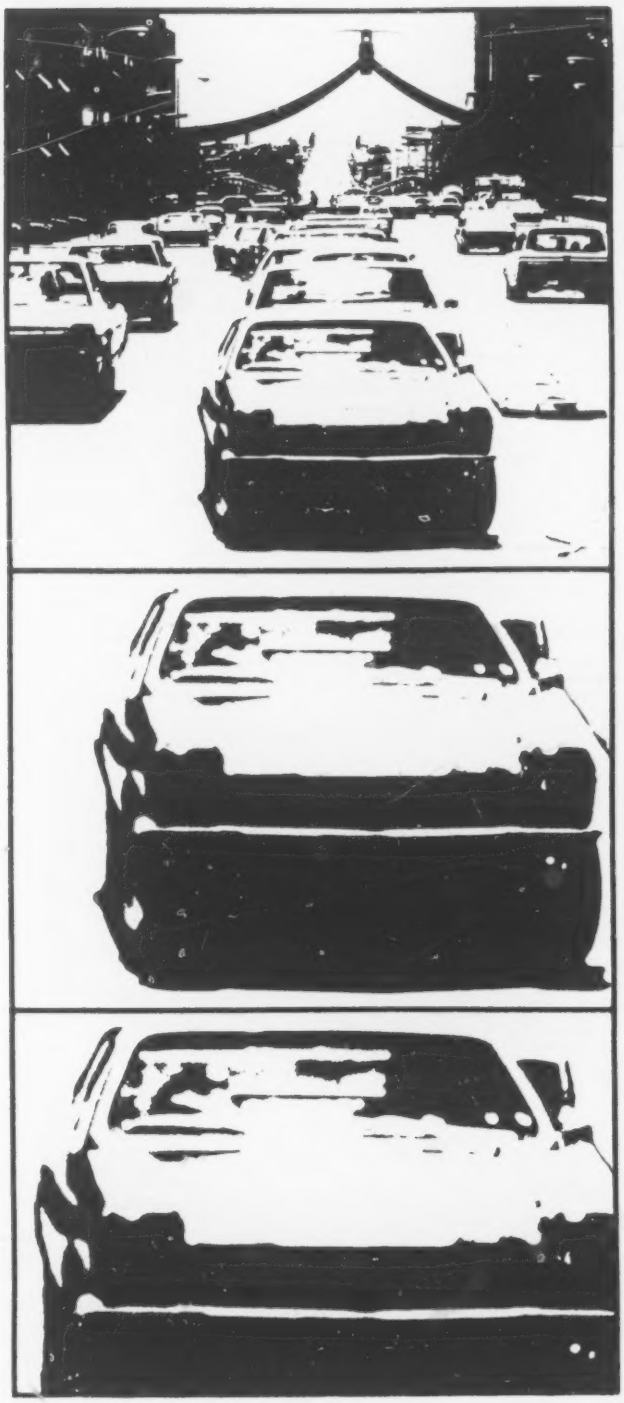
UTAH
TRAFFIC ACCIDENT SUMMARY

1983

JULY 1, 1984



UTAH DEPARTMENT OF PUBLIC SAFETY

LARRY E. LUNNEN, *Commissioner*

PREPARED BY UTAH HIGHWAY SAFETY DIVISION
4501 South 2700 West
Salt Lake City, Utah 84119

UTAH
TRAFFIC ACCIDENT SUMMARY

1983

JULY 1, 1984

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I. INTRODUCTION

The data used in this analysis were taken from fatal crash records collected by the Utah Highway Safety Office. These records include the State Accident Report and a Supplemental Fatal Accident Report. Information is also collected from newpapers, death certificates, and obituaries. The data are maintained on the UDOT Wang VS100, and the MINITAB Statistical Analysis System was used to extract the information used in this analysis. Data from Utah fatal accidents are also entered on the National Fatal Accident Reporting System maintained in Washington, D.C., through an Informatics on-line terminal.

For the 1983 calendar year, there were 253 fatal crashes resulting in 283 fatalities in Utah. This is a 4.4% decrease in the number of deaths over 1982, which totaled 263 fatal crashes and 296 fatalities. Pedestrian fatalities increased in 1983 over 1982 (56 versus 37), and motorcycle fatalities decreased (28 compared to 31). Alcohol related fatalities decreased in 1983 compared to 1982 (101 versus 113).

PROJECTIONS

During the 1970's, the factor most influencing highway safety in Utah was the energy crisis. The decreased availability and increased cost of fuel led to the nationwide 55 mile per hour speed limit in 1974. The number of fatalities have decreased significantly since that time over prior years, with 1972 still the year with the largest number of highway fatalities on record in Utah (382).

While the energy situation of the 1970's decreased fatalities in the short run, its long range impact has been to increase highway safety problems in Utah. Increased energy prices have led to increased development of Utah's energy resources. This has resulted in "Boom" situations in many areas, and an overall increased population growth for the State. The population of Utah is forecasted to increase to 1.75 million by 1985, and to almost 2.0 million by 1990. There are about 1 million licensed drivers in Utah at the present time, and this number will increase to about 1.25 million by 1990. The number of registered vehicles and miles traveled are increasing with this overall growth in the State. There has been an increasing trend in annual fatality numbers in Utah since 1974, and it is projected that this trend will continue through 1985.

In addition to effecting population growth, the energy crisis of the 1970's had other lasting impacts related to future highway safety concerns in Utah. Vehicle use and design has been altered to accomodate the approximate 400% increase in fuel costs since 1974. In efforts to decrease fuel consumption, the driving public and automobile manufacturers have turned to smaller and lighter automobiles. It has been demonstrated that the liklihood of severe or fatal injury as the

result of a traffic crash is about twice as great for occupants of a small vehicle as for occupants of a large vehicle. Other types of travel which result in high injury severity in case of a crash, including pedestrian and motorcycle, are also expected to increase during the coming years.

Highway Safety efforts in the future will be aimed at two priority problem areas which have been identified as having great potential for impacting the number and severity of highway crashes. These are alcohol and drugs as they relate to driving, and the use of occupant restraints - seat belts and child restraints.

During 1983, more than 1 in 3 (36%) traffic fatalities in Utah was alcohol related (101 people were killed in such crashes). There was significant legislation enacted in Utah during 1983 concerning this problem. Areas of new legislation included administrative per se, mandatory jail for multiple offenders, and new taxes to pay for the extra efforts. Increased federal funds are also anticipated for drinking driver programs in the State. This priority area will receive increased efforts and attention in the future.

Of the 219 drivers and passengers killed in Utah during 1983 as the result of traffic crashes, only 7 (3.2%) were using occupant restraints at the time of the crash. The use of such restraints could save many lives, and there will be major program emphasis in this area during the next few years.

UTAH ACCIDENTS

1948 - 1983

Year	Total Accidents	Fatal-ities	Injur-ies	Number of Accidents Fatal	Number of Accidents Injury	Mil. Veh. Miles	Death Rate Per 100 Mil. Veh. Miles	Fatal Acc. Rate Per 100 Mil. Veh. Miles	Injury Rate Per 100 Mil. Veh. Miles	Total Acc. Rate Per 100 Mil. Veh. Miles
1948	9,961	220	3,982	169	2,675	2,351	9.36	7.19	169	4.24
1949	11,092	174	3,808	151	2,614	2,475	7.03	6.10	154	4.48
1950	12,705	188	4,459	169	3,004	2,839	6.62	5.95	157	4.48
1951	16,475	207	5,132	174	3,495	3,015	6.87	5.77	170	5.46
1952	17,710	246	5,140	184	3,474	3,050	8.07	6.03	169	5.81
1953	16,373	209	4,945	185	3,305	3,232	6.47	5.72	153	5.07
1954	15,103	209	4,495	176	3,016	3,336	6.27	5.28	135	4.53
1955	18,060	203	5,036	166	3,390	3,075	6.60	5.40	164	5.87
1956	17,531	215	4,812	176	3,310	3,310	6.50	5.32	145	5.30
1957	19,054	222	5,022	181	3,397	3,366	6.60	5.38	149	5.66
1958	22,220	193	5,658	171	3,762	3,531	5.47	4.84	160	6.29
1959	23,506	205	5,992	171	3,946	3,784	5.42	4.52	158	6.21
1960	26,478	256	9,128	200	5,576	3,852	6.65	5.20	237	6.87
1961	25,732	236	10,412	197	6,257	3,997	5.90	4.93	261	6.44
1962	26,613	233	11,133	186	6,968	4,240	5.50	4.34	263	6.28
1963	27,340	263	12,603	198	7,798	4,549	5.78	4.35	277	6.01
1964	29,452	295	14,096	246	8,636	4,790	6.17	5.14	294	6.15
1965	29,525	281	14,361	242	8,856	4,997	5.62	4.84	287	6.91
1966	29,957	331	14,994	265	9,076	5,079	6.52	5.22	295	5.90
1967	30,992	275	14,401	231	8,888	5,257	5.24	4.39	274	5.90
1968	34,532	289	15,539	258	9,550	5,539	5.22	4.66	281	6.23
1969	34,766	308	15,977	251	9,850	5,802	5.31	4.33	275	5.99
1970	35,166	335	17,076	276	10,722	6,108	5.49	4.52	280	5.76
1971	39,108	337	18,073	280	11,399	6,544	5.15	4.28	276	5.98
1972	39,856	382	18,261	312	11,630	6,969	5.48	4.48	262	5.72
1973	38,234	361	18,415	304	11,710	7,274	4.96	4.18	253	5.26
1974	31,401	228	16,268	204	10,560	7,457	3.06	2.74	218	4.21
1975	36,426	274	17,762	245	11,441	7,942	3.45	3.09	224	4.58
1976	34,345	254	18,315	225	11,685	8,420	3.02	2.67	218	4.08
1977	38,524	360	19,728	310	12,652	9,054	3.98	3.42	218	4.26
1978	42.684	376	21,029	315	13,423	9,826	3.83	3.21	214	4.34
1979	40,468	328	20,798	287	13,449	9,811	3.34	2.93	212	4.12
1980	33,582	335	17,828	292	11,701	10,645	3.15	2.74	167	3.15
1981	35,989	364	18,090	321	11,824	10,733	3.39	2.99	169	3.35
1982	38,192	296	17,538	263	11,504	10,947	2.70	2.40	160	3.48
1983	39,483*	283	17,931*	253	11,758*	11,549*	2.45*	2.19*	155*	3.42*

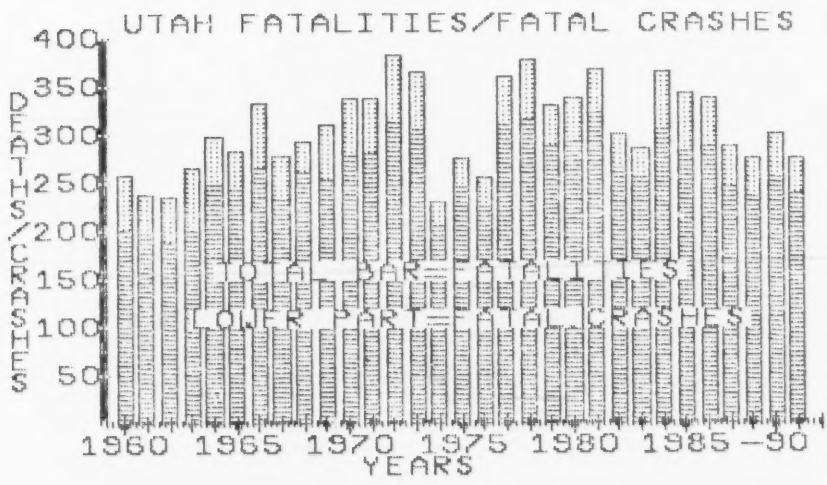
*Estimated

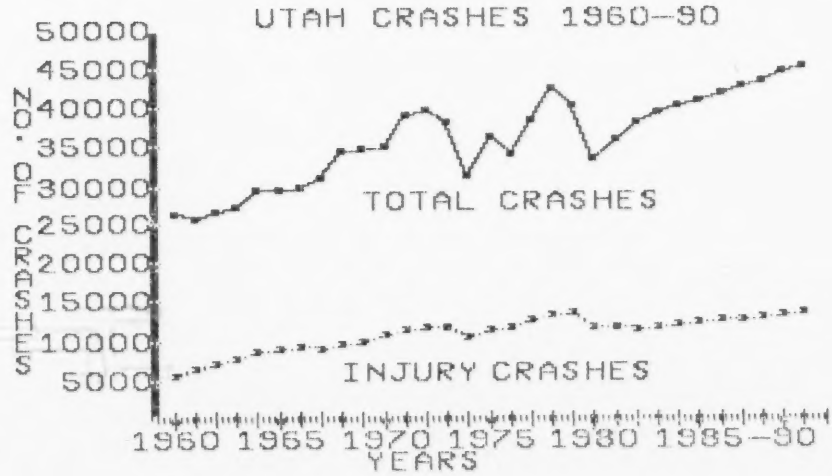
CUMULATIVE NUMBER OF FATAL ACCIDENTS
Number Killed

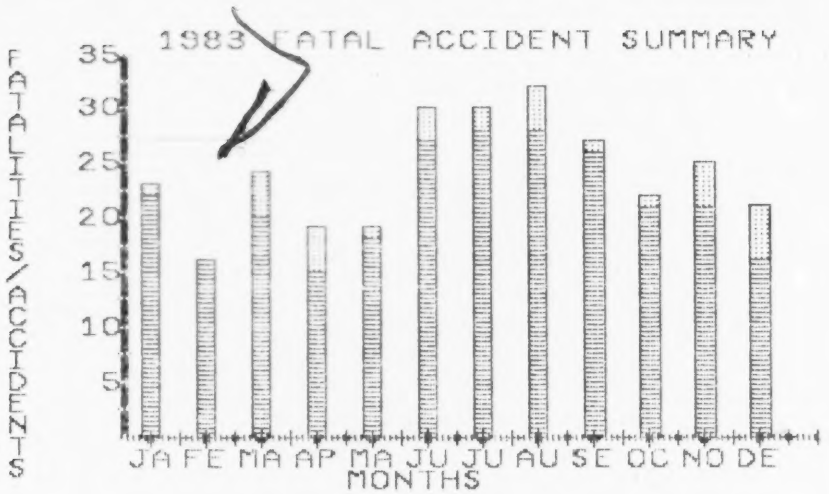
YEAR	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEPT	OCT	NOV	DEC	DEATHS PER 100 MILLION VEHICLE MILES TRAVELED
1974	6 6	9 9	18 18	41 41	65 72	87 96	110 123	126 139	149 166	174 196	192 215	204 228	3.06
1975	18 21	33 41	42 52	54 67	78 91	106 125	131 150	161 183	184 209	208 233	227 255	245 274	3.45
1976	20 22	45 55	58 69	69 80	88 103	102 119	134 155	153 176	173 198	195 221	210 238	225 254	3.02
1977	19 21	37 41	60 65	78 86	104 115	135 148	172 195	204 242	229 272	260 309	283 333	310 360	3.97
1978	12 14	30 33	51 54	75 82	97 105	131 146	176 204	209 252	243 295	272 327	298 350	315 376	3.83
1979	25 26	38 40	61 65	88 95	111 121	137 148	168 181	196 213	227 256	243 275	266 305	287 328	3.34
1980	18 20	31 34	53 59	79 90	103 117	132 147	159 182	185 211	214 242	242 275	267 309	292 335	3.15
1981	23 25	42 46	64 69	88 99	109 125	140 161	182 206	218 245	241 269	269 303	295 331	321 364	3.39
1982	13 15	29 33	55 61	72 80	96 108	119 134	152 173	186 211	216 246	231 261	248 278	263 296	2.70
1983	22 23	38 39	58 63	73 82	91 101	118 131	146 161	174 193	200 220	221 243	242 267	253 283	2.45*
Cumulative difference in deaths between current year and previous year:	+ 8	+ 6	+ 2	-13	-7	-3	-12	-18	-26	-18	-11	-13	

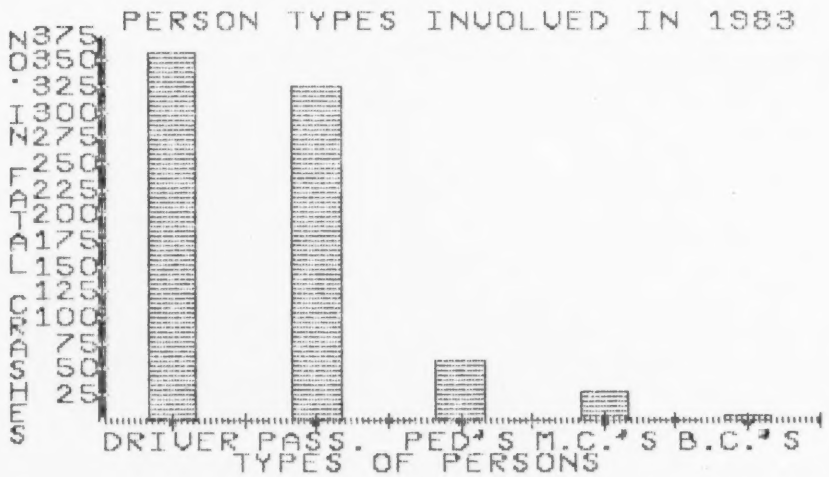
*Estimated

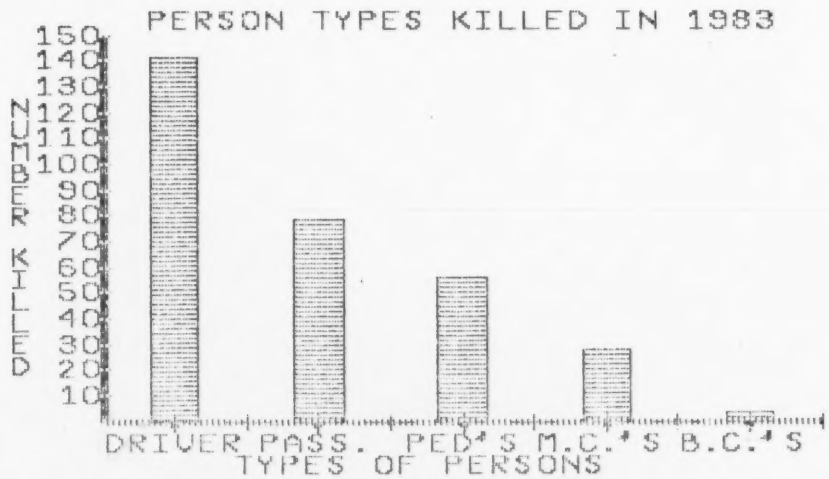
UTAH FATALITY RATE
RATE
7
6.5
6
5.5
5
4.5
4
3.5
3
2.5
2
1.5
1
.5
1960 1965 1970 1975 1980 1985 -90
YEARS


UTAH FATALITIES/FATAL CRASHES
DEATHS\CRASHES
400
350
300
250
200
150
100
50
TOP BAR=FATALITIES
LOWER PART=FATAL CRASHES
1960 1965 1970 1975 1980 1985 -90
YEARS


UTAH CRASHES 1960-90
NO. OF CRASHES
50000
45000
40000
35000
30000
25000
20000
15000
10000
5000
TOTAL CRASHES
INJURY CRASHES
1960 1965 1970 1975 1980 1985 -90
YEARS


1983 FATAL ACCIDENT SUMMARY
FATALITIES/ACCIDENTS
35
30
25
20
15
10
5
JA FE MA AP MA JU JU AU SE OC NO DE
MONTHS


PERSON TYPES INVOLVED IN 1983
NO. IN FATAL CRASHES
375
350
325
300
275
250
225
200
175
150
125
100
75
50
25
DRIVER PASS. PED'S M.C.'S B.C.'S
TYPES OF PERSONS


PERSON TYPES KILLED IN 1983
NUMBER KILLED
150
140
130
120
110
100
90
80
70
60
50
40
30
20
10
DRIVER PASS. PED'S M.C.'S B.C.'S
TYPES OF PERSONS

1983 FATAL CRASHES BY COUNTY

	1981		1982		1983	
	TOTAL	%	TOTAL	%	TOTAL	%
CARBON	14	4.4	12	4.6	6	2.3
DAVIS	15	4.7	10	3.8	17	6.7
JUAB	3	0.9	2	0.7	9	3.6
MILLARD	6	1.9	9	3.5	7	2.8
SALT LAKE	85	26.5	73	27.8	73	28.9
SAN JUAN	14	4.4	5	1.9	9	3.6
TOOELE	7	2.2	11	4.2	8	3.2
UTAH	26	8.1	29	11.0	24	9.5
UINTAH	12	3.7	11	4.2	11	4.3
WEBER	27	8.4	10	3.8	24	9.5
PERCENTAGE OF TOTAL		65.2		65.5		74.4
BEAVER	3	0.9	2	0.7	2	0.8
BOX ELDER	14	4.4	11	4.2	6	2.3
CACHE	9	2.8	6	2.3	6	2.3
DAGGETT	0	0.0	3	1.2	1	0.4
DUCHESNE	8	2.5	4	1.5	6	2.3
EMERY	15	4.5	4	1.5	4	1.6
GARFIELD	1	0.3	1	0.3	3	1.2
GRAND	10	3.1	7	2.8	6	2.3
IRON	14	4.4	5	1.9	3	1.2
KANE	2	0.6	8	3.1	2	0.8
MORGAN	0	0.0	1	0.3	0	0.0
PIUTE	0	0.0	1	0.3	0	0.0
RICH	7	2.2	1	0.3	1	0.4
SANPETE	4	1.2	2	0.7	5	2.0
SEVIER	7	2.2	9	3.5	5	2.0
SUMMIT	5	1.6	10	3.8	5	2.0
WASATCH	6	1.9	4	1.5	5	2.0
WASHINGTON	6	1.9	12	4.6	4	1.6
WAYNE	1	0.3	0	0.0	1	0.4
PERCENTAGE OF TOTAL		34.8		34.5		25.6

IN 1983 74.4% OF ALL FATAL CRASHES OCCURRED IN TEN COUNTIES

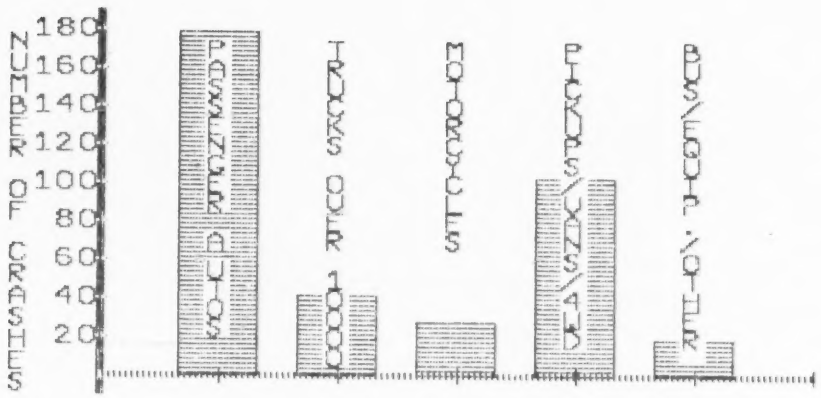
FATAL CRASHES BY CITY

CITY	1981 Total	1981 %	1982 Total	1982 %	1983 Total	1983 %
Altamont	1	0.3	0	0.0	0	0.0
Aneth	1	0.3	0	0.0	0	0.0
American Fork	0	0.0	0	0.0	1	0.4
Bountiful	2	0.6	1	0.4	2	0.8
Brigham City	3	0.9	2	0.8	0	0.0
Cedar City	1	0.3	0	0.0	0	0.0
Centerville	1	0.3	0	0.0	1	0.4
Cleveland	1	0.3	0	0.0	0	0.0
Copperton	1	0.3	0	0.0	0	0.0
Draper	1	0.3	1	0.4	1	0.4
Flowell	1	0.3	0	0.0	0	0.0
Goshen	1	0.3	0	0.0	0	0.0
Harrisville	1	0.3	0	0.0	0	0.0
Helper	0	0.0	1	0.4	1	0.4
Honeyville	1	0.3	0	0.0	0	0.0
Huntsville	1	0.3	0	0.0	0	0.0
Kearns	1	0.3	1	0.4	1	0.4
Layton	1	0.3	5	1.9	4	1.6
Lehi	0	0.0	4	1.5	1	0.4
Lindon	2	0.6	1	0.4	0	0.0
Logan	1	0.3	0	0.0	1	0.4
Magna	2	0.6	1	0.4	1	0.4
Manti	1	0.3	0	0.0	0	0.0
Martin	1	0.3	0	0.0	0	0.0
Midvale	5	1.6	3	1.1	1	0.4
Montezuma Creek	0	0.0	1	0.4	0	0.0
Murray	1	0.3	5	1.9	5	2.0
North Salt Lake	4	1.2	3	1.1	0	0.0

FATAL CRASHES BY CITY

CITY	1981 Total	1981 %	1982 Total	1982 %	1983 Total	1983 %
Ogden	5	1.6	7	2.7	12	4.8
Orem	1	0.3	6	2.3	0	0.0
Park City	1	0.3	0	0.0	0	0.0
Payson	0	0.0	1	0.4	0	0.0
Perry	1	0.3	2	0.8	0	0.0
Plain City	0	0.0	0	0.0	2	0.8
Pleasant Grove	1	0.3	0	0.0	1	0.4
Pleasant View	2	0.6	0	0.0	0	0.0
Price	2	0.6	1	0.4	2	0.8
Provo	4	1.2	4	1.5	9	3.6
Randolph	1	0.3	0	0.0	0	0.0
Riverdale	1	0.3	1	0.4	0	0.0
Riverton	1	0.3	0	0.0	0	0.0
Roosevelt	0	0.0	1	0.4	0	0.0
Roy	2	0.6	0	0.0	2	0.8
St George	1	0.3	0	0.0	0	0.0
Salina	0	0.0	0	0.0	1	0.4
Salt Lake City	39	12.1	38	14.4	33	13.0
Sandy	2	0.6	5	1.9	4	1.6
Smithfield	0	0.0	0	0.0	1	0.4
South Jordan	1	0.3	2	0.8	0	0.0
South Ogden	5	1.6	0	0.0	0	0.0
South Salt Lake	2	0.6	5	1.9	7	2.8
Spanish Fork	0	0.0	0	0.0	1	0.4
Spring Glen	1	0.3	1	0.4	0	0.0
Springville	1	0.3	0	0.0	0	0.0
Sunset	3	0.9	0	0.0	0	0.0
Taylorsville	1	0.3	1	0.4	3	1.2
Tooele	1	0.3	1	0.4	0	0.0
Tremonton	0	0.0	1	0.4	1	0.4
Uintah	1	0.3	0	0.0	1	0.4
Vernal	2	0.6	5	1.9	1	0.4
West Bountiful	1	0.3	0	0.0	1	0.4
West Jordan	1	0.3	1	0.4	3	1.2
West Point	1	0.3	0	0.0	0	0.0
West Valley	3	0.9	2	0.8	7	2.8
Willard	0	0.0	1	0.4	0	0.0

VEHICLE TYPES INVOLVED IN 1983 FATAL CRASHES

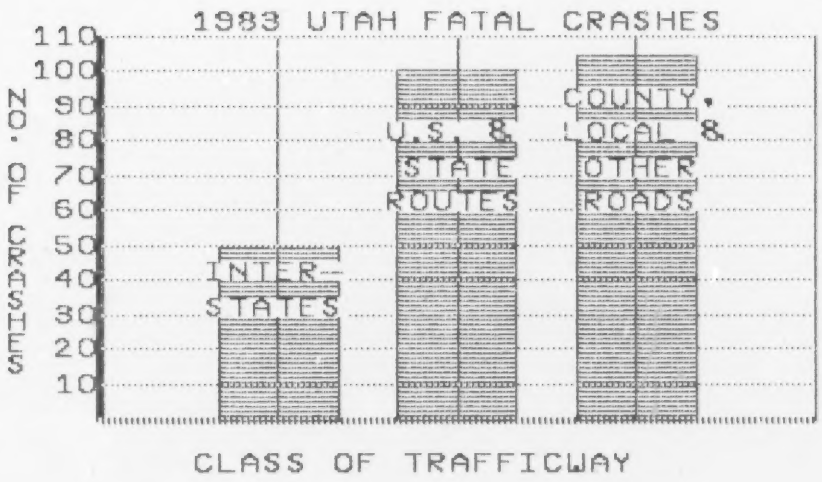


VEHICLE TYPES INVOLVED

YEAR	AUTO TOTAL	%	PICKUPS VANS AND 4-WHEELERS TOTAL	%	MOTOR-CYCLES TOTAL	%	TRUCKS OVER 10,000 GVW TOTAL	%	BUSES, EQUIPMENT AND OTHER VEHICLES TOTAL	%	TOTAL VEHICLES
1981	213	48.7	130	29.7	39	8.9	37	8.4	19	4.3	438
1982	209	56.1	96	25.8	28	7.6	35	9.4	4	1.1	372
1983	178	48.6	102	27.9	27	7.4	41	11.2	18	4.9	366

IN 1983, THE NUMBER OF TRUCKS OVER 10,000 LBS. GROSS VEHICLE WEIGHT SHOWED A INCREASED INVOLVEMENT IN FATAL CRASHES COMPARED TO 1982. THE PROPORTION OF PICKUPS, VANS AND FOUR WHEELERS ALSO INCREASED IN 1983

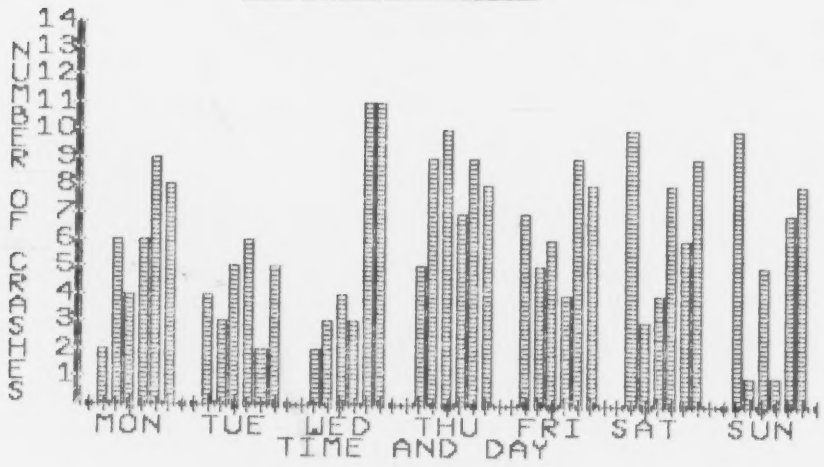
1983 FATAL CRASHES BY CLASS OF TRAFFICWAY



	INTERSTATE TOTAL	%	OTHER U.S.& STATE ROUTES TOTAL	%	COUNTY, LOCAL & OTHER TOTAL	%	TOTAL FATAL CRASHES
1981	57	17.8	147	45.8	117	36.4	292
1982	63	24.0	90	34.2	110	41.8	263
1983	49	19.4	100	39.5	104	41.1	253

IN 1983 19.4% OF ALL FATAL CRASHES OCCURRED ON THE INTERSTATE SYSTEM, 39.5% ON OTHER U.S. AND STATE ROUTES, AND 41.1% OCCURRED ON THE LOCAL AND COUNTY TRAFFICWAYS.

1983 FATAL CRASHES BY TIME AND DAY
(4 HOUR TIME PERIODS)



FATAL CRASHES BY DAY

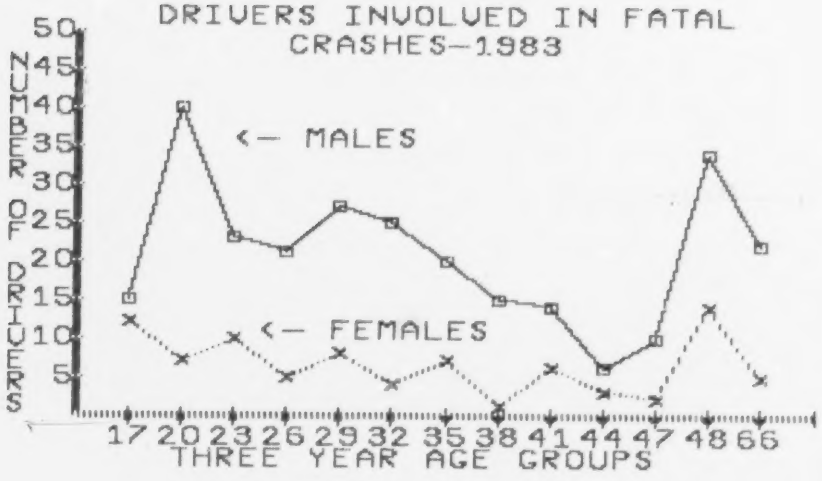
	1981 TOTAL	%	1982 TOTAL	%	1983 TOTAL	%
MONDAY	36	11.2	38	14.4	35	13.8
TUESDAY	42	13.1	35	13.3	25	9.9
WEDNESDAY	38	11.8	24	9.1	34	13.5
THURSDAY	47	14.6	33	12.6	48	19.0
FRIDAY	46	14.3	38	14.4	39	15.4
SATURDAY	66	20.6	68	25.9	40	15.8
SUNDAY	46	14.4	27	10.3	32	12.6

FATAL CRASHES BY TIME OF DAY

	1981 TOTAL	%	1982 TOTAL	%	1983 TOTAL	%
MIDNIGHT-3:59AM	46	14.4	40	15.2	40	15.8
4:00AM - 7:59AM	26	8.1	41	15.6	30	11.9
8:00AM - 11:59AM	33	10.3	28	10.7	38	15.1
NOON - 3:59AM	62	19.4	40	15.2	35	13.8
4:00PM - 7:59PM	79	24.7	52	19.8	53	20.9
8:00PM-MIDNIGHT	75	23.1	60	22.8	57	22.5

DURING 1983, THURSDAY WAS THE MOST HEAVILY REPRESENTED DAY OF THE WEEK WITH 19% OF ALL FATAL CRASHES. THE HIGHEST TIME PERIOD FOR FATAL CRASHES IN 1983, WAS 8:00 PM TO MIDNIGHT WITH 22.5% OF ALL FATAL CRASHES OCCURRING DURING THAT TIME PERIOD.

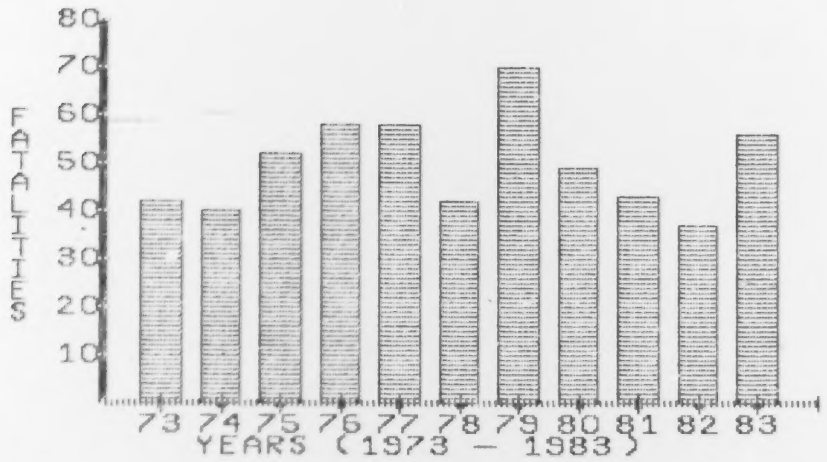
DRIVER AGE AND SEX



	MALE		FEMALE	
15 - 17	15	4.2%	12	3.4%
18 - 20	40	11.2%	7	2.0%
21 - 23	23	6.4%	10	2.8%
24 - 26	21	5.9%	5	1.3%
27 - 29	27	7.5%	8	2.2%
30 - 32	25	7.0%	4	1.1%
33 - 35	20	5.6%	7	2.0%
36 - 38	15	4.2%	1	0.3%
39 - 41	14	4.0%	6	1.7%
42 - 44	6	1.7%	3	0.8%
45 - 47	10	2.8%	2	0.6%
48 - 65	34	9.5%	14	3.9%
OVER 65	22	6.1%	5	1.3%
UNKNOWN	2	0.6%	0	0.0%
TOTAL	274	76.6%	84	23.4%

IN 1983 FATAL CRASHES, 31.7% OF THE DRIVERS WERE UNDER 25 YEARS OF AGE. SINCE THIS AGE GROUP OF DRIVERS MAKES UP 29% OF THE LICENSED DRIVERS IN UTAH, THEY ARE OVERREPRESENTED IN FATAL CRASHES. ADDITIONALLY, 23.5% OF THE DRIVERS INVOLVED IN 1983 FATAL CRASHES WERE UNDER AGE 25 AND MALE. SINCE THIS GROUP OF DRIVERS COMPRISE 15% OF ALL LICENSED DRIVERS IN UTAH, THEY ARE OVER-INVOLVED IN FATAL CRASHES.

PEDESTRIAN FATALITIES



1983 PEDESTRIAN ACCIDENT SUMMARY

	TOTAL	PERCENT
IN SALT LAKE COUNTY	27	48.2
IN WEBER, DAVIS AND UTAH COUNTIES	21	37.5
BETWEEN 5:00PM - 6:59PM	7	12.5
IN URBAN AREAS	43	76.8
ON ROADWAY	29	51.8
NOT PHYSICALLY DIVIDED ROAD	25	44.6
ON ROADWAY WITH POSTED SPEED 40MPH OR LESS	39	69.7
NO TRAFFIC CONTROLS	52	92.9
DARK	15	26.8
CLEAR WEATHER	50	89.3
HIT AND RUN	4	7.1
IN SHOPPING AREAS	21	37.5
IN RESIDENTIAL AREAS	24	42.9
ON SATURDAYS	12	21.4
INVESTIGATED BY LOCAL POLICE	37	66.1
TOTAL ACCIDENTS	56	

1983 PEDESTRIAN/BICYCLISTS FATAL ACCIDENTS

DRIVER SUMMARY

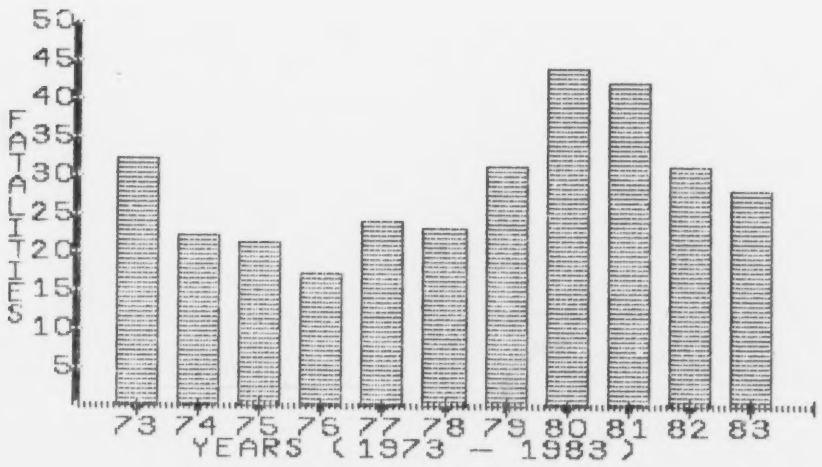
	TOTAL	PERCENT
UTAH DRIVERS	49	85.9
TRAVELING 40 MPH OR LESS	24	42.1
TRAVELING STRAIGHT	51	89.5
DROVE RECKLESSLY	4	7.0
FAILED TO YIELD	7	12.3
WERE SPEEDING	8	14.0
WERE DRINKING	8	14.0
WERE UNDER 25 YEARS OLD	22	38.6
DID NOT CONTRIBUTE	30	52.6
TOTAL DRIVERS	57	

PEDESTRIANS KILLED

	TOTAL	PERCENT
UNDER 4 YEARS OF AGE	2	3.6
AGE 5 - 12	8	14.2
AGE 13 - 15	0	0.0
AGE 16 - 18	2	3.6
AGE 19 - 25	7	12.5
AGE 26 - 60	18	32.1
AGE 60 AND ABOVE	19	34.0
MALE	37	66.0
IN A CROSSWALK	5	8.9
NOT IN A CROSSWALK NOR AT INTERSECTION	33	59.0
HAD BEEN DRINKING	19	34.0
RAN INTO ROADWAY	5	8.9
CROSSING IMPROPERLY	13	23.2

THERE WERE 56 PEDESTRIANS KILLED IN 1983 AS COMPARED TO 37 IN 1982. THE PEDESTRIAN MOST OFTEN CONTRIBUTED TO THE ACCIDENT BY CROSSING IMPROPERLY WHEN VISIBILITY IS LOW DUE TO DARKNESS. 34.0% OF THE PEDESTRIANS KILLED HAD BEEN DRINKING. THERE WERE 3 BICYCLISTS KILLED IN 1983 AS COMPARED TO 7 IN 1982.

MOTORCYCLE FATAL ACCIDENTS



1983 ACCIDENT SUMMARY

	TOTAL	PERCENT
IN SALT LAKE COUNTY	5	18.5
IN WEBER, DAVIS AND UTAH COUNTIES	10	37.0
BETWEEN 5:00PM AND MIDNIGHT	11	40.7
IN URBAN AREAS	8	29.6
COLLISION WITH ANOTHER VEHICLE	16	59.2
OVERTURN	3	11.1
CLEAR WEATHER	25	92.6
TOTAL ACCIDENTS	27	

1983 MOTORCYCLE ACCIDENTS

DRIVER SUMMARY

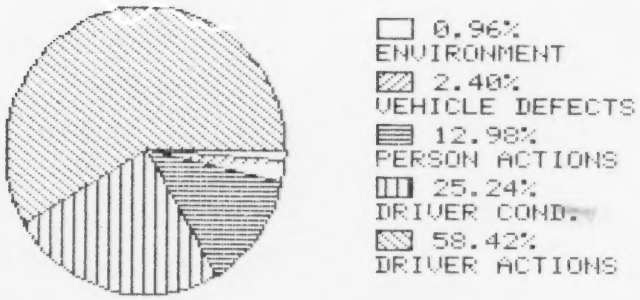
	TOTAL	PERCENT
UNDER 25 YEARS OF AGE	15	55.6
MALE	25	92.6
NO MOTORCYCLE HELMET	26	96.2
HAD BEEN DRINKING	12	44.4
BAC GREATER THAN .08%	9	33.3
SPEEDING	11	40.7
RECKLESS/CARELESS	2	7.4
TOTAL DRIVERS	27	

MOTORCYCLISTS KILLED

	TOTAL	PERCENT
DRIVERS KILLED	24	88.8
UNDER 25 YEARS OF AGE	13	54.1
MALE	22	91.7
NO MOTORCYCLE HELMET	23	95.8
BAC OVER .08%	8	33.3
PASSENGERS KILLED	4	66.6
MALE	2	50.0
NO MOTORCYCLE HELMET	4	100.0

88.8% OF THE MOTORCYCLE DRIVERS INVOLVED IN 1983 MOTORCYCLE ACCIDENTS WERE KILLED AND 66.6% OF THE PASSENGERS INVOLVED WERE KILLED. THERE WERE 28 MOTORCYCLISTS KILLED OF WHICH ONLY ONE WAS WEARING A HELMET.

CONTRIBUTING FACTORS IN 1983 FATAL CRASHES



DRIVER CONDITIONS

	TOTAL	PERCENT
DROWSY/ASLEEP	17	4.7
DRINKING	86	24.0
OTHER	2	.5
SUBTOTAL	105	29.3

DRIVER ACTIONS

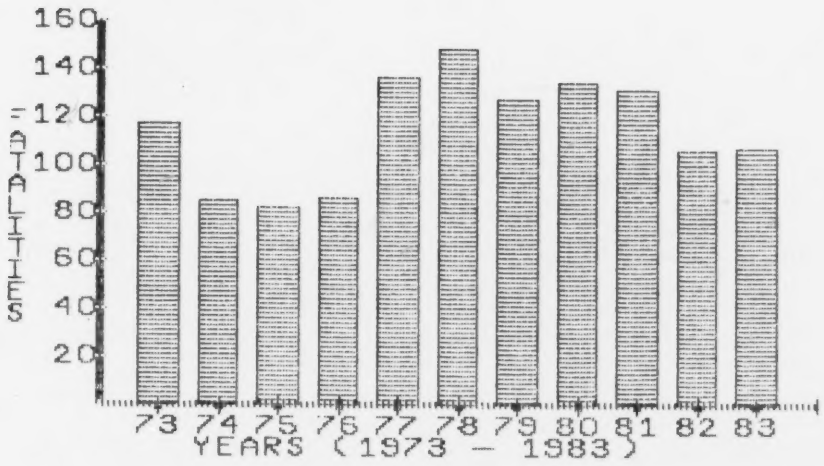
	TOTAL	PERCENT
SPEEDING	107	29.9
FAILURE TO YIELD	27	7.5
FAILURE TO OBEY TRAFFIC CONTROLS	14	3.9
WRONG SIDE OF ROAD	34	9.5
IMPROPER PASSING	9	2.5
RECKLESS DRIVING	37	10.3
OTHER	15	4.2
SUBTOTAL	243	67.9

PERSON ACTIONS

	TOTAL	PERCENT
DRINKING	19	2.5
IMPROPER CROSSING	13	1.7
WALKING IN ROADWAY	14	1.8
OTHER	8	1.0
TOTAL	54	7.2
ENVIRONMENTAL CONDITIONS	4	1.6
VEHICLE DEFECTS	10	2.7

IN 1983 SPEEDING WAS THE LEADING CONTRIBUTING CIRCUMSTANCE OF FATAL CRASHES. DRINKING IS NOTED AS A CONTRIBUTING FACTOR FOR 24% OF THE DRIVERS.

1983 DRIVER CONTRIBUTING FACTORS
SPEEDING



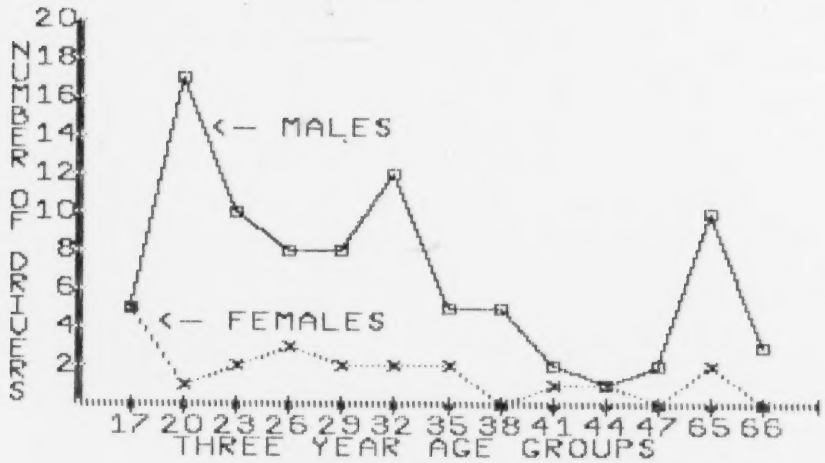
SPEEDING ACCIDENT SUMMARY 1983

	TOTAL	PERCENT
IN RURAL AREAS	78	72.9
COLLISION WITH ANOTHER VEHICLE	32	30.0
OVERTURN	40	37.3
ON DRY ROADS	81	75.7
CLEAR WEATHER	87	81.3
TOTAL ACCIDENTS	107	

DRIVERS KILLED IN SPEED RELATED ACCIDENTS 1983

	TOTAL	PERCENT
DRIVERS KILLED	67	61.5
MALE	55	82.0
UNDER 25 YEARS OF AGE	28	41.8
NO RESTRAINT USE	66	98.5

SPEEDING DRIVERS AGE AND SEX 1983



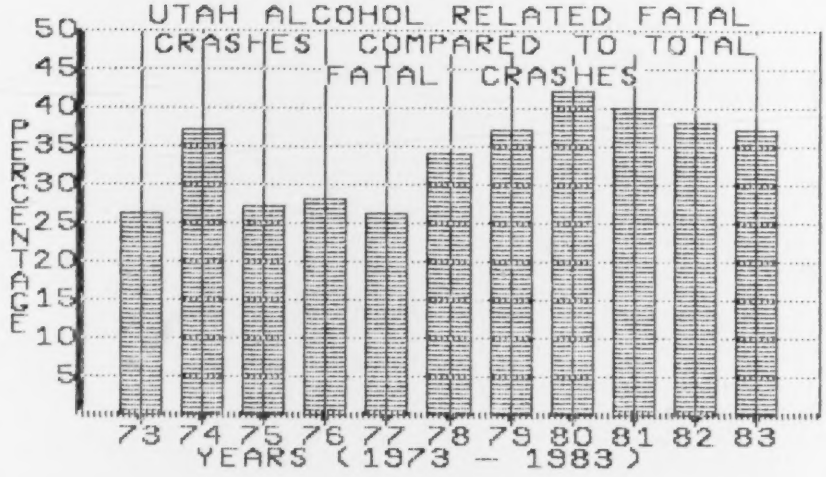
	MALE		FEMALE	
	TOTAL	%	TOTAL	%
15 - 17	5	4.6	5	4.6
18 - 20	17	15.6	1	1.0
21 - 23	10	9.2	2	1.8
24 - 26	8	7.3	3	2.8
27 - 29	8	7.3	2	1.8
30 - 32	12	4.6	2	1.8
33 - 35	5	4.6	2	1.8
36 - 38	5	4.6	0	0.0
39 - 41	2	1.8	1	1.0
42 - 44	1	1.0	1	1.0
45 - 47	2	1.8	0	0.0
48 - 65	10	9.2	2	1.8
OVER 65	3	2.8	0	0.0
TOTAL	88	80.7	21	19.3

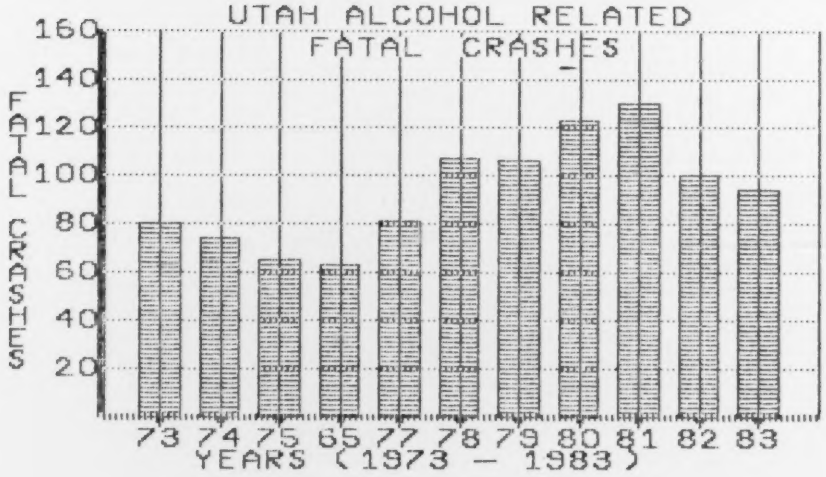
SPEEDING DRIVER SUMMARY

	TOTAL	PERCENT
NO RESTRAINTS USED	106	80.7
UTAH DRIVERS	77	70.6
SPEEDS OVER 55	42	38.5
PREVIOUS ACCIDENTS	3	2.7
PREVIOUS SUSPENSIONS	16	14.7
PREVIOUS DUI'S	6	5.5
PREVIOUS SPEED	36	33.0
PREVIOUS OTHER HARMFUL	30	27.5
TOTAL DRIVERS	109	

IN 1983 FATAL CRASHES, 29.4% OF THE SPEEDING DRIVERS WERE FROM OUT OF STATE. 38.5% OF THE DRIVERS WHO CONTRIBUTED BY SPEEDING WERE UNDER 25 YEARS OF AGE AND 80.7% WERE MALE. 37.3% OF THE FATAL CRASHES INVOLVING EXCESSIVE SPEED RESULTED IN OVERTURNS.

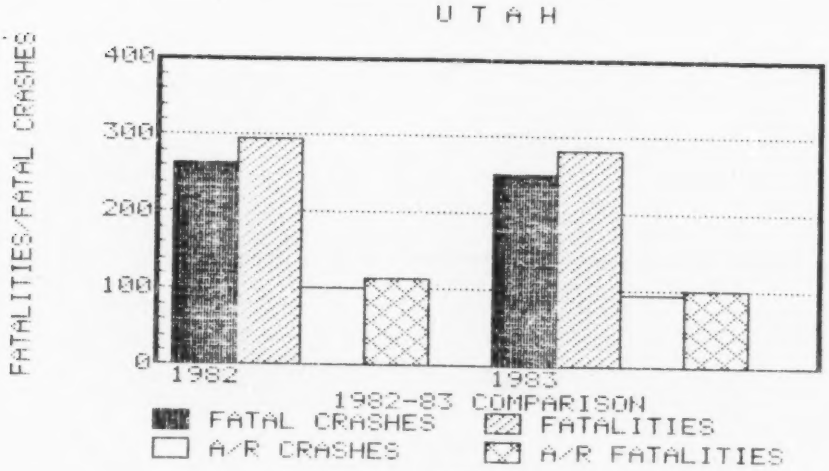
ALCOHOL RELATED FATAL CRASHES AND FATALITIES





THE HIGHEST YEAR FOR ALCOHOL RELATED FATALITIES SINCE 1973 WAS 1981
THE YEAR WITH THE GREATEST PERCENTAGE OF ALCOHOL RELATED FATAL CRASHES SINCE 1973 WAS 1980

ALCOHOL RELATED ACCIDENTS



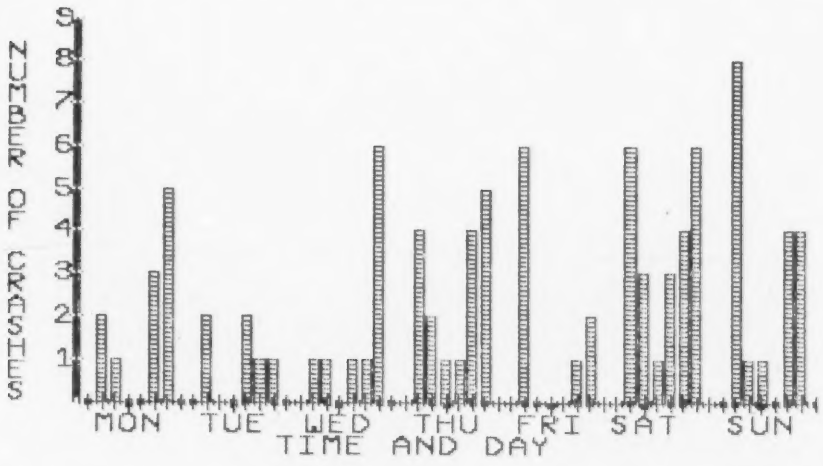
	1982	1983
TOTAL FATAL CRASHES	263	253
TOTAL FATALITIES	296	283
TOTAL ALCOHOL FATAL CRASHES	100	94
TOTAL ALCOHOLS RELATED FATALITIES	113	101
TOTAL PEOPLE KILLED	113	101
TOTAL DRIVERS KILLED	61	58
TOTAL PASSENGERS KILLED	35	21
TOTAL PEDESTRIANS KILLED	15	22
TOTAL BICYCLISTS KILLED	2	0

ACCIDENT SUMMARY
ALCOHOL RELATED ACCIDENTS BY MONTH

	TOTAL	PERCENT
JANUARY	8	8.5
FEBRUARY	6	6.4
MARCH	9	9.6
APRIL	5	5.3
MAY	10	10.6
JUNE	8	8.5
JULY	11	11.7
AUGUST	8	8.5
SEPTEMBER	7	7.5
OCTOBER	10	10.6
NOVEMBER	8	8.5
DECEMBER	4	4.3

IN 1983 ALCOHOL RELATED FATAL CRASHES 10.6% OCCURRED IN MAY, 11.7% IN JULY AND 10.6% IN OCTOBER.

ALCOHOL ACCIDENTS BY TIME AND DAY 1983



DAY OF WEEK

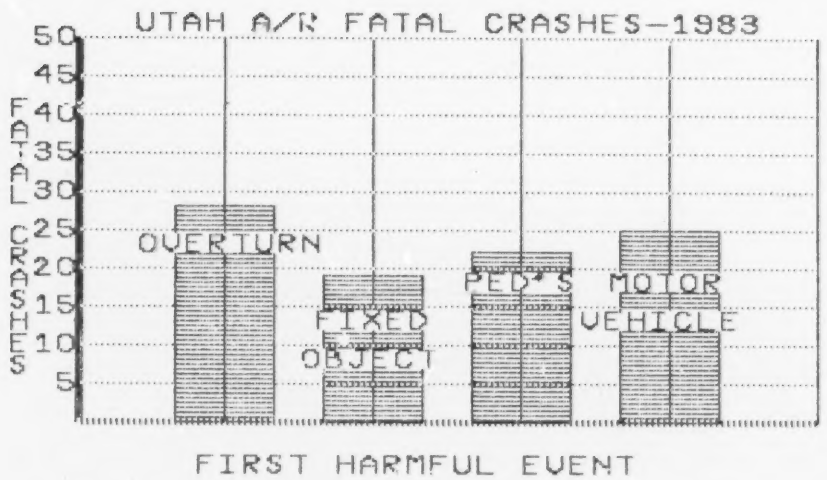
	TOTAL	PERCENT
MONDAY	11	11.7
TUESDAY	6	6.4
WEDNESDAY	10	10.6
THURSDAY	17	18.1
FRIDAY	9	9.6
SATURDAY	23	24.5
SUNDAY	18	19.1

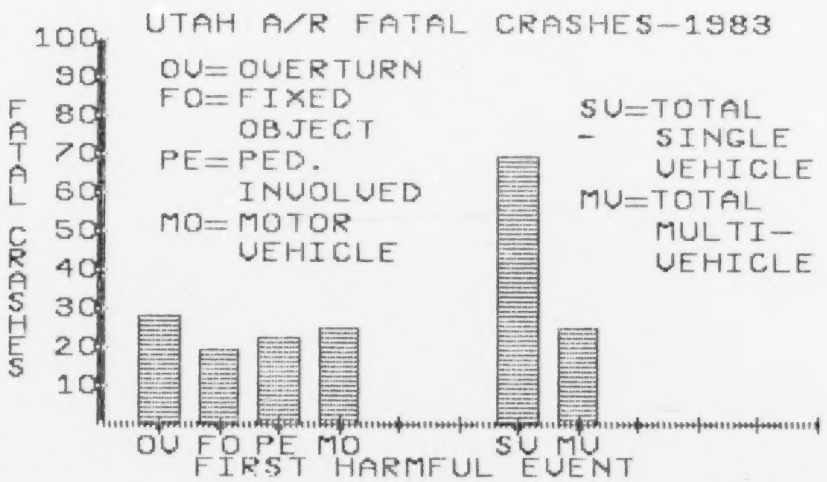
TIME OF DAY

	TOTAL	PERCENT
MIDNIGHT-3:59AM	29	30.9
4:00AM-7:59AM	8	8.5
8:00AM-11:59AM	3	3.2
NOON-3:59PM	7	7.4
4:00PM-7:59PM	18	19.1
8:00PM-11:59PM	29	30.9

IN 1983 ALCOHOL RELATED FATAL CRASHES 61.8% OCCURRED BETWEEN 8P.M. AND 4A.M. AND 24.5 OCCURRED ON SATURDAY.

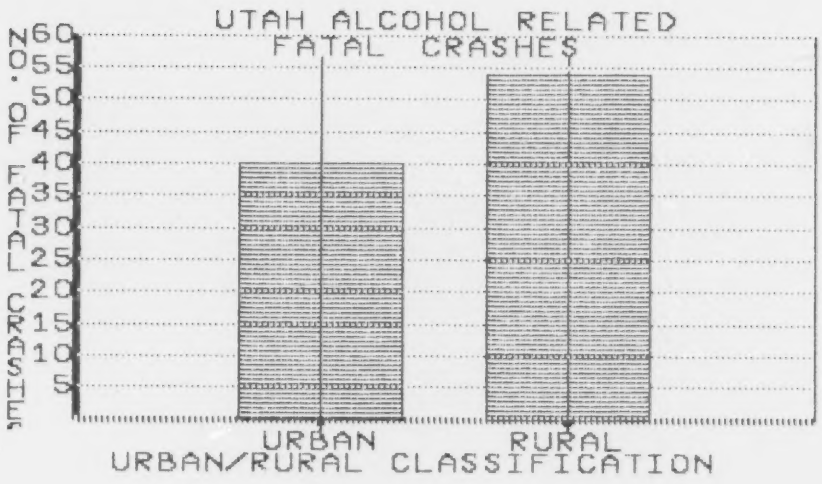
1983 ALCOHOL RELATED FATAL CRASHES
FIRST HARMFUL EVENT

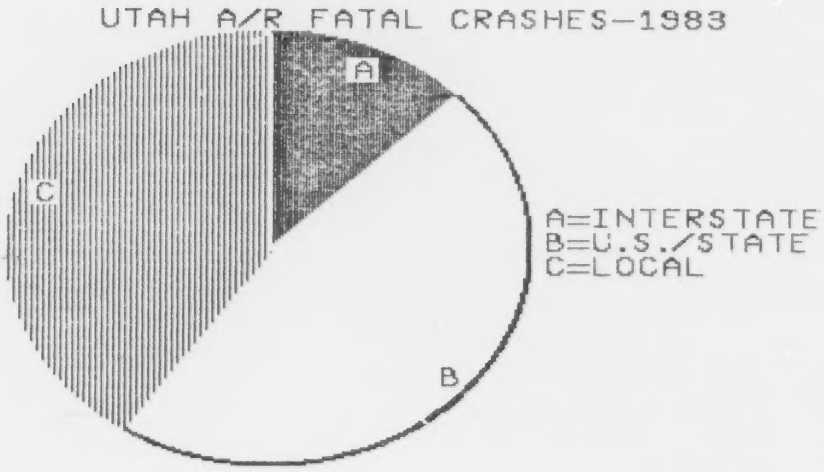




IN 1983 ALCOHOL RELATED FATAL CRASHES, 26.6% (25) INVOLVED A COLLISION WITH ANOTHER VEHICLE AND 73.4% (69) INVOLVED ONLY ONE VEHICLE

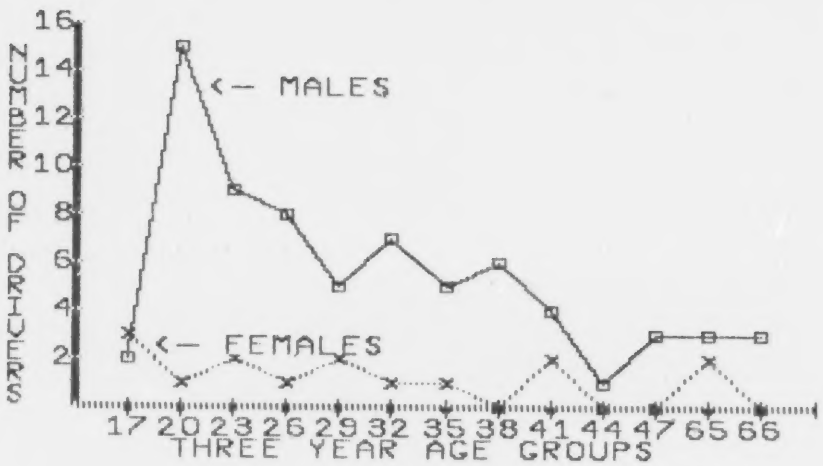
1983 ALCOHOL RELATED FATAL CRASHES BY CLASS OF TRAFFICWAY





IN 1983, 57.5% (54) ALCOHOL RELATED FATAL CRASHES OCCURRED IN RURAL AREAS AND 39.4% (37) WERE ON LOCAL ROADS

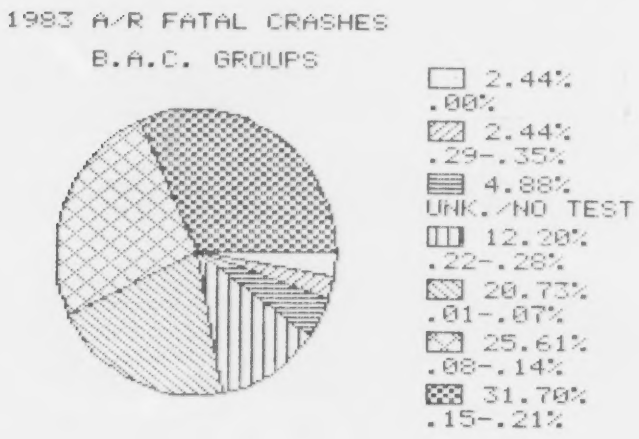
DRIVERS INVOLVED IN ALCOHOL RELATED FATAL CRASHES
AGE AND SEX 1983



	MALE	FEMALE
15 - 17	2	3
18 - 20	15	1
21 - 22	9	2
24 - 26	8	1
27 - 29	5	2
30 - 32	7	1
33 - 35	5	1
36 - 38	6	0
39 - 41	4	2
42 - 44	1	0
45 - 47	3	0
48 - 65	3	2
OVER 65	3	0
TOTAL	71	15

IN 1983 ALCOHOL RELATED FATAL CRASHES, 21.1%OF THE DRIVERS WERE 18 TO 20 YEARS OLD AND MALE.

DRINKING DRIVERS IN ALCOHOL RELATED FATAL CRASHES
BLOOD ALCOHOL CONTENT

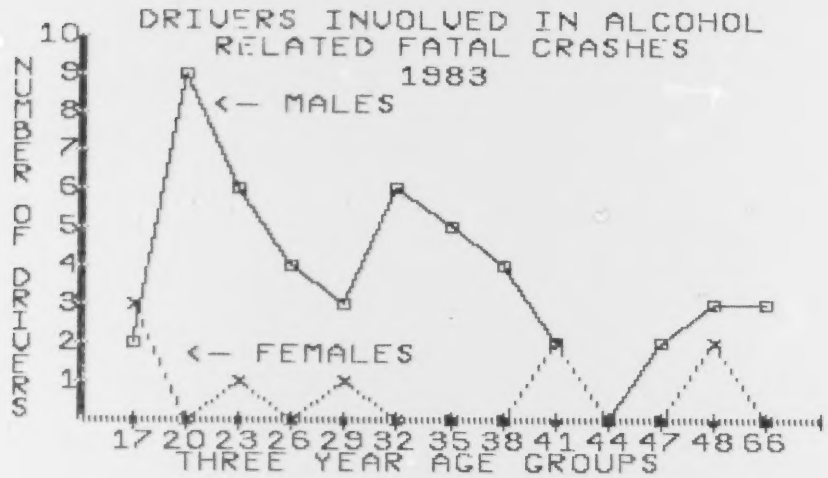


AVERAGE B.A.C. .15

B.A.C.	TOTAL	B.A.C.	TOTAL
.00	2	.19	4
.01	2	.20	1
.03	3	.21	4
.04	1	.22	3
.05	5	.23	1
.06	4	.25	1
.07	2	.26	3
.08	3	.27	2
.09	1	.28	1
.10	4	.32	1
.11	4	.34	1
.12	3	RESULTS UNKNOWN	2
.13	5	TESTS NOT GIVEN	2
.14	4		
.15	6		
.16	7		
.17	2		
.18	2		

73.2% OF THE DRIVERS WHO CONTRIBUTED BY DRINKING IN ALCOHOL RELATED FATAL CRASHES HAD A BLOOD ALCOHOL CONTENT OF .08 OR GREATER.

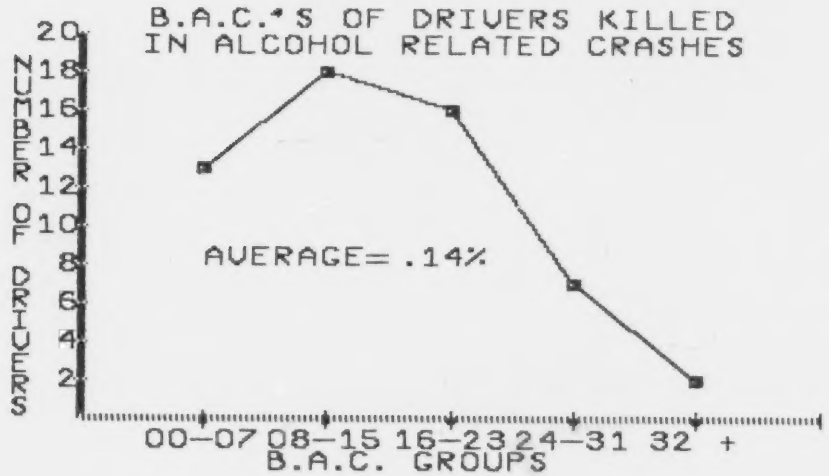
DRIVERS KILLED IN ALCOHOL RELATED ACCIDENTS
AGE AND SEX



	MALE	FEMALE
15 - 17	2	3
18 - 20	9	0
21 - 23	6	1
24 - 26	4	0
27 - 29	3	1
30 - 32	6	0
33 - 35	5	0
36 - 38	4	0
39 - 41	2	2
42 - 44	0	0
45 - 47	2	0
48 - 65	3	2
OVER 65	3	0
TOTAL	49	9

18.4% OF THE DRIVERS KILLED IN ALCOHOL RELATED FATAL CRASHES WERE 18 TO 20 YEARS OLD AND MALE.

DRIVERS KILLED IN ALCOHOL RELATED ACCIDENTS
BLOOD ALCOHOL CONTENT



B.A.C	TOTAL	B.A.C.	TOTAL
.00	2	.17	1
.01	2	.18	1
.03	2	.19	2
.05	4	.20	1
.06	1	.21	3
.07	2	.22	1
.08	2	.23	1
.10	2	.25	1
.11	1	.26	3
.12	2	.27	2
.13	4	.28	1
.14	3	.32	1
.15	4	.34	1
.16	6	RESULTS UNKNOWN	1

81.3% (86) OF THE DRIVERS INVOLVED IN ALCOHOL RELATED ACCIDENTS WERE UTAH DRIVERS. 7% (6) WERE SUSPENDED OR REVOKED AT THE TIME OF THE ACCIDENT. 22% (19) HAD PREVIOUS SUSPENSIONS ON THEIR DRIVING RECORD AND 11.6% (10) HAD PREVIOUS DUI'S. 74.1% HAD A B.A.C. OF .08 OR GREATER

1983 ALCOHOL RELATED FATAL ACCIDENTS BY COUNTY

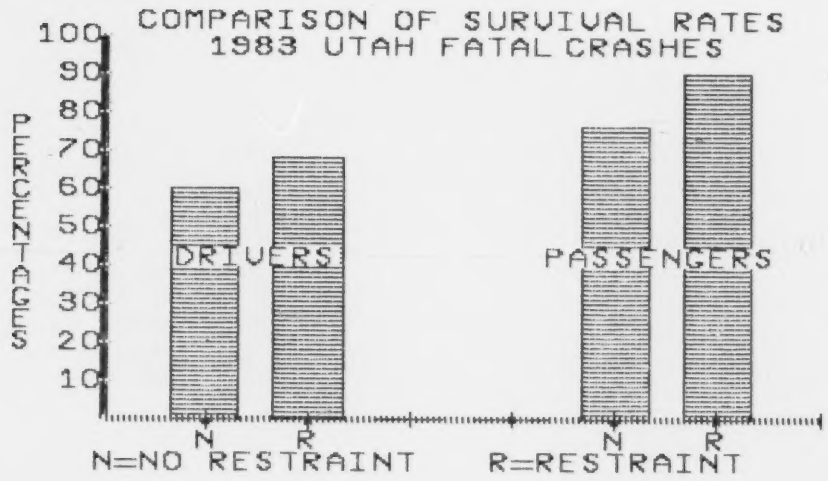
	ACCIDENTS	FATALITIES
BEAVER	0	0
BOX ELDER	2	2
CACHE	1	1
CARBON	1	1
DAGGETT	0	0
DAVIS	5	5
DUCHESNE	5	5
EMERY	1	1
GARFIELD	0	0
GRAND	0	0
IRON	0	0
JUAB	2	2
KANE	2	2
MILLARD	2	2
RICH	1	1
SALT LAKE	32	32
SAN JUAN	6	7
SANPETE	4	4
SEVIER	1	2
SUMMIT	4	5
TOOELE	3	3
UINTAH	4	5
UTAH	3	4
WASTACH	3	3
WASHINGTON	1	1
WAYNE	0	0
WEBER	11	13

IN 1983, 62.8% OF ALL ALCOHOL RELATED FATAL CRASHES OCCURRED IN FIVE COUNTIES: SALT LAKE, WEBER, SAN JUAN, DAVIS AND DUCHESNE.

ALCOHOL RELATED FATAL ACCIDENTS BY CITY

	ACCIDENTS	FATALITIES
CASTLEDALE	1	1
CLEARFIELD	2	2
CLINTON	1	1
COTTONWOOD	1	1
DUCHESNE	1	1
FAIRVIEW	1	1
FRANCIS	1	1
GOULDING	1	1
HELPER	1	1
HOLLADAY	1	1
LAYTON	1	1
MIDVALE	1	1
MURRAY	1	1
NEPHI	1	1
OGDEN	6	7
PROVO	1	2
SALINA	1	2
SALT LAKE	18	18
SANDY	2	2
SOUTH SALT LAKE	5	5
SYRACUSE	1	1
TAYLORSVILLE	1	1
WELLSVILLE	1	1
WEST VALLEY	1	1

OCCUPANT RESTRAINT USE



	KILLED	%	SURVIVED	%
DRIVERS USING RESTRAINTS	6	32	13	68
DRIVERS NOT USING RESTRAINTS	135	40	205	60
PASSENGERS USING RESTRAINTS	1	10	9	90
PASSENGERS NOT USING RESTRAINTS	77	24	238	76

DRIVERS AND PASSENGERS USING SAFETY RESTRAINTS ARE MORE LIKELY TO SURVIVE AN ACCIDENT THAN THOSE NOT USING SAFETY RESTRAINTS. TWENTY SIX FEWER DRIVERS AND FORTY SIX FEWER PASSENGERS WOULD HAVE BEEN KILLED IN UTAH IN 1983 IF ALL DRIVERS AND PASSENGERS USED SAFETY RESTRAINTS. THESE NUMBERS ARE OBTAINED BY MULTIPLYING THE SURVIVAL RATES FOR THOSE USING RESTRAINTS BY THE NUMBER OF THOSE NOT USING RESTRAINTS, AND THEN SUBTRACTING THE ACTUAL NUMBER OF SURVIVORS FROM THESE PROJECTED NUMBERS. PASSENGERS ARE MORE LIKELY TO SURVIVE A CRASH THAN DRIVERS.

ANALYSIS OF THE EFFECT OF USING SEAT BELTS SHOWS THAT SIGNIFICANT REDUCTIONS IN INJURY SEVERITY CAN BE EXPECTED. OF ALL 683 DRIVERS AND PASSENGERS IN 1983 FATAL CRASHES, 655 (96%) WERE NOT WEARING SEAT BELTS. OF THE 29 PERSONS WEARING SEAT BELTS DURING A FATAL CRASH, 7 (24%) WERE KILLED. OF THE 655 PERSONS NOT WEARING SEAT BELTS, 212 (32%) WERE KILLED.

THERE WERE 11 CHILDREN KILLED AGES 0 THRU 4 IN 1983 FATAL CRASHES. ONE WAS IN A CHILD SAFETY SEAT.